



Official and Classified ADVERTISEMENTS

Continued from Page 15

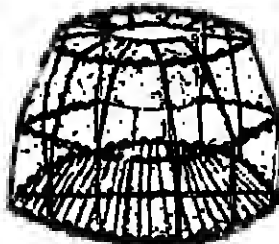
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PUBLIC NOTICE

I, G. D. Claridge of Dagon Fishing Company Ltd 65 Castle Street, Luton, Bedfordshire hereby correct the "Proposal to Change a Ship's Name" notice which appeared in this newspaper on 21st January. The present name of the vessel should have read "BOSTON LIGHTNING" and not "BOSTON LIGHTING".

Herring men seek meeting on quotas

SCOTTISH fishermen have joined forces with the Scottish Herring Buyers' Association to seek an urgent meeting with Government ministers to discuss the serious state of the industry and conservation. The fishermen and the processing industry are alarmed at the threat of a total ban on North Sea herring which the Government intends to introduce. Representatives of the

Talks on 'rounders

REPRESENTATIVES of the catching side of the industry were meeting officials from the Department of Agriculture and Fisheries for Scotland at Edinburgh this week, to discuss the problem of landings of ungutted fish at Scottish ports. The trawler skippers and leaders of the fishing industry are very concerned that if the present rate of landings continues, the quota of North Sea haddock could be exhausted by August resulting with

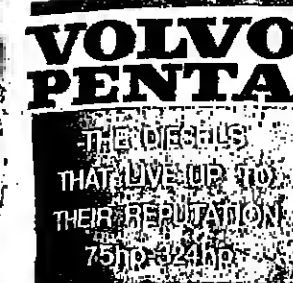
worse effects than last year's ban on North Sea haddock. Britain has to get an agreement with the Faroes on fishing rights by February 28 and the industry is anxious that talks are concluded as Faroes catches make a viable contribution to the haddock and cod landed at Aberdeen. This situation aggravates the threat of a premature ban on North Sea haddock. A spokesman of the Scottish Fishermen's Federation said that the short sighted attitude of some land owners that

capital investment in guidelines on UK policy within the EEC were not forthcoming. The HBA chairman, Alan Holt, said that the big problem was that there was just not enough herring coming through to the industry via quota systems. "We have conservation quotas one hundred per cent but at the same time we are fishing to continue. We want to meet Mr. Silkin and Mr. Millan and suggest to them certain lines of action," he said.

Grimsby, told *Fishing News* he is very concerned over the north-east Arctic quotas. As a result he had been granted licences to allow three of the company's largest wet fish trawlers — William Wilberforce (Skipper Alan Denison), Boston Comanche (Skipper Albert Hollington) and Boston Boeing (Skipper Colin Newton) — to make the 4,500-mile round trip to Newfoundland.

In the past, with freezer trawlers banned to Iceland, owners have always tended to allocate fishing on these grounds to the freezer boats. In 1976, the cod quota ran out several months before the end of the year. Last year freshers only got back on these grounds after the withdrawal from Iceland when a number of freezer boats were pulled out and sent to the south-west mackerel fishing. This freed their quotas for the wet fish trawlers.

At Grimsby, BUT has already put *Ross Kashmir* back on the Faroes grounds and it is no secret that other vessels may have to follow on to the middle water grounds or face the prospect of being laid up later in the year. The new quotas, when they do come, are unlikely to be big enough to keep both freezer and freshers fully employed. Vernon Graan, the director-manager of Boston for cod, haddock and even Deep Sea Fisheries et



February 11, 1977

No. 3314

Est. 1913

15p

TRAWLERS 'TRIPPING' TO CANADA

4,500-mile steam



Massive port registry letters and fishing number on the funnel of William Wilberforce means that she is bound for Newfoundland. Under Canadian licensing, vessels must carry new one metre high identification letters and numbers on the bows, funnel and quarters.

THREE GRIMSBY side trawlers sailed on a trial trip to the Newfoundland grounds this week. The move to fish off Canada comes as fears grow on Humberside that Norway will screw down their fishing effort in her waters. Since British trawlers were forced to pull out of the Icelandic grounds, almost the entire British distant water fleet has been working in Norwegian waters under a gentlemen's agreement that fish caught during 1977 would be deducted from any agreement negotiated by the EEC on Britain's behalf.

To date there is still no indication of what these quotas are likely to work out at, but the general feeling in the industry is that there is likely to be a reduction on the 1976 quotas.

In the past, with freezer trawlers banned to Iceland, owners have always tended to allocate fishing on these grounds to the freezer boats. In 1976, the cod quota ran out several months before the end of the year. Last year freshers only got back on these grounds after the withdrawal from Iceland when a number of freezer boats were pulled out and sent to the south-west mackerel fishing. This freed their quotas for the wet fish trawlers.

Since Canada now has a 200-mile limit, she has laid down very rigid rules for vessels working off Newfoundland. They must be named and carry licences issued by Canada.

All three vessels were prepared to conform to new regulations at the Humber port last week and William Wilberforce sailed last Saturday. She was followed on Monday and Tuesday of this week by the other two vessels.

All three will take roughly a week to arrive off Newfoundland and Mr. Green said he hoped they would get in a trip on the Hamilton grounds in about ten days. They will be on the look-out for cod, haddock and even Deep Sea Fisheries et

Haddock alarm

ABERDEEN has taken the initiative to restrain heavy landings of ungutted haddock.

The unprecedented escalation of 'rounders' has alarmed fishermen who can see the North Sea 'free-for-all' precipitating the premature fishing out of quotas which had still to be established.

Bob Allan, chief executive of the Aberdeen Fish Producers' Organisation, which represents all but a few vessels regularly using Aberdeen, said that the amount of ungutted haddock landed by member vessels would be limited to 12 cwt. per landing from Monday.

He said there had been an encouraging expression of willingness on the part of the majority of industry representatives at a meeting on Friday with Government officials to take 'urgent' measures to restrict the landing of ungutted haddock.

Mr. Allan said that the AFPO hoped that all other POs would introduce similar measures from the same date. He added that it is also hoped that the Government will very quickly support the POs by giving statutory force to fully control ungutted haddock landings.

A spokesman for the Scottish Fishermen's Organisation said that, once again, Scottish inshore fishermen shouldered the burden on conservation. There had been a 354 per cent increase in haddock landings from the North Sea by English distant water vessels displaced from

Technical fishing grounds. Jim Lewis, chief executive of the SFO, said that the Scottish Fishermen's Federation had proposed that landings of ungutted haddock should be restricted to 15 boxes everywhere.

But the Government moved to reduce this to 10 cwt. per landing, par boat.

Moves are in progress to include this in a statutory order which would make it illegal for any boat to land more than 10 cwt. of ungutted haddock.

The SFO is unwilling to get Turn to page 12

ACCORDING to Food and Agriculture Organization estimates the world fish catch in 1975 totalled 89.7m. tons. This was a slight reduction on the previous year's figure of 89.8m. tons. Japan and Russia were still the leading catching nations, while the UK dropped from 18th to 18th position in the league.

Japan	10,58,451
USSR	9,878,173
China	8,880,800
Pern	3,147,185
USA	2,788,703
Norway	2,560,438
India	2,328,000
S. Korea	2,133,371
Denmark	1,707,039
Spain	1,532,878
South Africa	1,401,383
Indonesia	1,389,861
Thailand	1,309,900
Philippines	1,341,636
Canada	1,023,750
Vietnam	1,013,000
Iceland	994,791
UK	981,280
France	805,787
Poland	800,737

ONE BIG LANDING AS MARKET DIPS

THE distant water trawler *Volusus* (Skipper Eddie Grant) hit a solitary high spot with a grossing of £52,168 in yet another quiet spell of trading at Grimsby last week.

From a long 29-day White Sea trip, the Boston-owned *Volusus* turned over 1,300 kits of codstuffs in a final tally of 1,531 kits. She was well clear of second-placed *Rosa Kharoum* (Skipper Frank Gray) on £45,320.

Rosa Kharoum, owned by BUT, returned from a 24-day White Sea voyage with 1,568 kits, including over 1,000 of cod and codling, 200 of haddock and 250 of coley.

Landing on Thursday and Friday respectively, neither trawler found the markets quite as buoyant as they had been earlier in the week and the recent tendency of quayside prices to start the week off at a peak and then gradually ease continued.

BUT claimed third spot with the first Norway Coast trip this year, by a local trawler at Grimsby with a grossing of £38,388 by *Rosa Kelvin* (Skipper Barry Stokes) from 1,302 kits, mostly cod and coley.

Seven distant water trawlers landed a total of 9,620 kits over the week (roughly half the overall weekly figure) and although

the bulk of the landings was round fish, Consolidated Fisheries' *Spurs* and BUT's *Rosa Juno* both made White Sea plaice trips.

Their efforts, however, went largely unrewarded for with plaice playing very much a second fiddle to cod, *Spurs* grossed only £38,360 from 1,531 kits, nearly all plaice, and *Rosa Juno* just £24,087 from 1,265 kits of which over half were flat.

Ahead

Way ahead of all other middle water trawlers was the BUT 'cat' *Rosa Civet* (Skipper Alan Redpath). Back from a 15-day Faroes/Westerly trip with a quality catch of cod, haddock and coley she made

£25,581 from 821 kits early in the week. It was the best performance by a middle water vessel this year.

Star-ship *Rosa Zebra* (Skipper Ronnie Reavea) was runner-up on £17,424 from 794 kits, narrowly heading H. L. Taylor's *Nanao* (Skipper Bill Hodson) which grossed £17,289 from 675 kits.

Another good performance in this section, somewhat against the odds and late in the week, came from Lindsey Trawlers' *Lucerne* (Skipper Frank Gilchrist) grossing £13,136 from 601 kits, including over 250 of dogfish, after a 16-day trip to the Faroes and Westarhes.

Skipper Henry Hansen in the Allard Hewson agent's seiner *Olympic* claimed the distinction of the first senior

landing in 1977 and a grossing of £3,285 from 101 kits, largely cod and a few dogfish.

Another early bird, Chapman's *Lena* (Skipper Eivind Sorensen) picked up a new port record netting grossing with 323 kits of big North Sea cod on January 27 which sold for £10,750 (see page seven). Other seiners were not so fortunate and several returned light after similar early starts.

HULL opened the week with two trawler landings on Monday from the White Sea grounds.

Hamling's *St. Gerantius* (Skipper T. Sawyers) made £53,792 for 2,142 kits, while BUT's *Falstaff* (Skipper B. Owrbridge) grossed £49,169 for 1,737 kits.

Third Shield win

NEWINGTON has held on to the Hull Distant Water Challenge Shield for a third successive year.

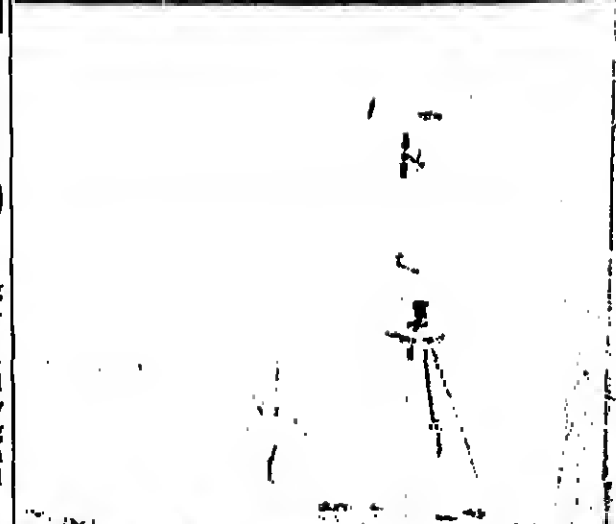
The 1976 winner officially named this week as C. S. Forester, which with Skipper Dick Taylor as main skipper, finished 995 points ahead of *Hammond Innes* — the 1974 and 1975 winners. During the past year,

Hammond Innes (Skipper Bill Brettle) headed every monthly table until going in to dry-dock for repairs at Blyth in October. She was unable to regain her lead despite.

The top five placings, catches and points are given below:

Kits	Points
1 C. S. Forester (Newington)	27,600 48,346
2 Hammond Innes (Newington)	27,950 47,351
3 Arctic Cavalier (Boyd)	27,012 41,728
4 Somerset Maugham (Newington)	26,709 41,300
5 Rose Canapera (BUT)	23,674 39,957

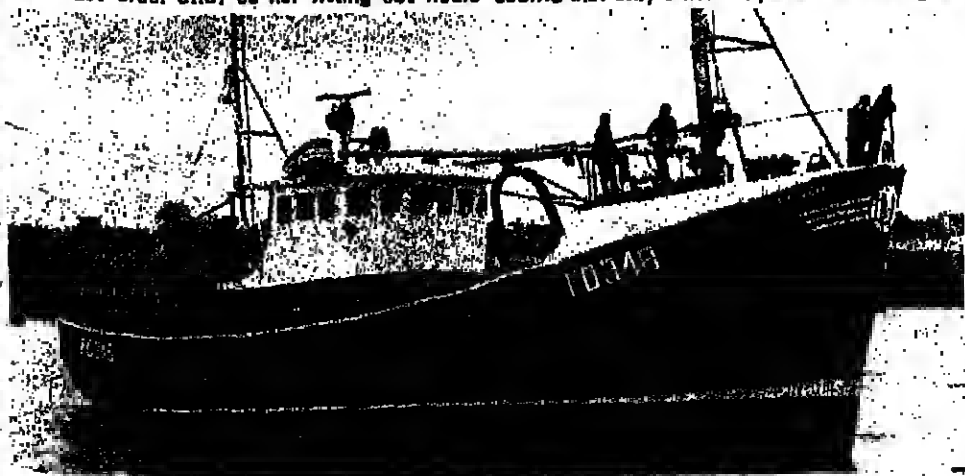
New 65-footer



NOW FISHING from North Shields is the new purpose boat *Sonia*, built by Robsons Boatbuilders at Shields for Skipper Terry McEntee, who is equipped with standard incorporating many unusual features in a vessel of its size. Main engine is a Gardner 3L38 driving through a gearbox and controllable pitch propeller. Full report

Lorenzo the last?

Lorenzo, a new 88 ft. multi-purpose trawler for completion, the staff is being paid off. The yard, BUT at Fleetwood, has been launched by the owner by a succession of companies in recent years, has come to the end of its order book. Its yard's last order end, as her fitting out nears seems that only a new buyer can save it again.



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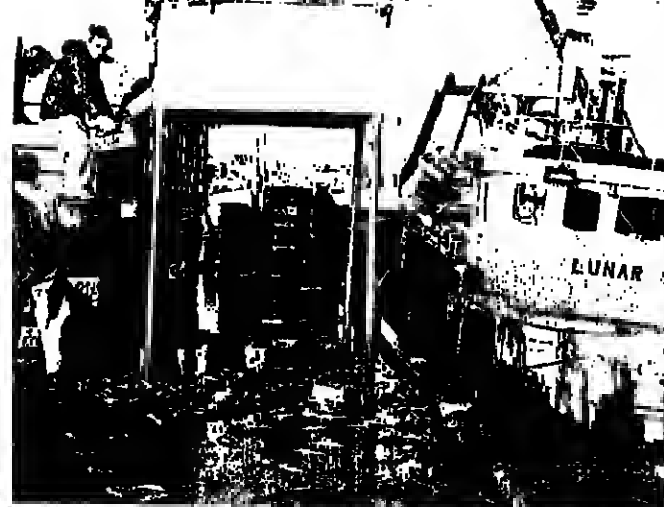


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SHETLAND HERRING SAVES FLEET



Herring being unloaded by beller from the Peterhead purser Lunar into a reception tank. From the tank the fish are gravity fed into the boxes on the merchant's lorry.

SCOTTISH purse seiners — forced out of the Minches by lack of herring — have moved to Shetland where they are finding some good fishing. The 24-strong fleet is now divided between the mackerel off Cornwall and the Shetland herring grounds.

Catches have been eagerly snapped up by herring processors who have had a serious supply problem this winter. Prices have ranged from £19.20 to £24.40 a unit. Last Sunday night four boats earned more than £65,000. Boats taking big shots are tripping to Fraserburgh, while herring landed locally sells mostly to the Norwegian klondykers.

While herring are usually in Shetland waters at this time, in previous years the pursers have preferred to work in the Minches where they are less likely to be held up by bad weather.

Even before Christmas the poor herring fishing in the Minches had forced several pursers up to the Shetland grounds in search of sprats for fish meal. However, they had to let go as the 1976 quota was used up.

It was galling for Scottish fishermen that foreign vessels were catching the herring which they were expected to leave alone. They could only begin fishing herring with the start of the new year. Landings up to January 30 totalled some 12,080 units valued at £254,147.

Last week three more pursers joined the nine vessels already fishing and, by the Wednesday night,

another 8,000 units had been put ashore in Fraserburgh.

The 12 pursers now working herring include the four Shetland boats Azaleo, Serene, Antares and Voverest. Also there are the Peterhead boats Vigilant, Pathway and Lunor Bow; the Fraserburgh-registered Conquest, Aquila and Aquorua, and the Banff-registered Courage and Convallaria V.

Skipper George West, of the 89 ft. Courage, said that good quality fish are being caught within 12 miles of the east coast of the Shetlands. He added that the herring are easier to work than the mackerel and are less likely to burst the nets.

Fishermen are operating a landings quota of 40 units per man per night and, as big catches are calculated as amounting to more than one night's work. With a long steam in and from Fraserburgh and the time taken to discharge, the boats are unable to fish every night.

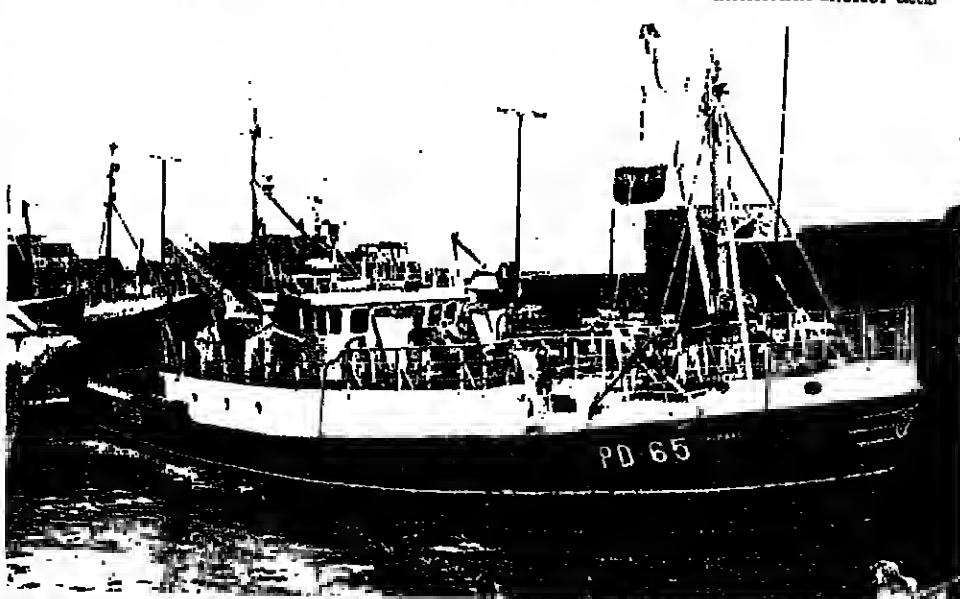
On the question of limits and quotas, fishermen feel that they should be allowed to police the waters and control the fishing within 12 miles. Also, herring caught within this limit should not be counted as part of Britain's quota. The quota agreed internationally should only apply to that herring caught outside 12 miles.

Skipper Alex Bucken of Peterhead, and the 80 ft. purser Pathway, have just returned from Norway where the vessel has had a refrigerated seawater system fitted.

Built in Norway at the Sighjorn Iversen yard in 1973, Pathway already had in which fish could be chilled in a mixture of ice and seawater, but the new system will allow the catch to be kept in an even better condition.

Manufactured by Kvernner Kolda a/s, the system allows water at a temperature of -1 deg. C to be circulated through the tanks. The compressor and circulating pump for the system are driven by a 120 hp Caterpillar engine.

Last year Pathway was also fitted with a full length aluminium shelter deck.



The Peterhead purser Pathway discharging her first catch of herring after being fitted with a refrigerated seawater system. Her full length shelter deck was fitted last year.

MACKEREL TO FRANCE — PROBLEM

A SCHEME for Scottish boats on the south-west grounds to land mackerel direct into France looks like being shelved because of an uplift in home prices.

Last week Scottish Fishermen's Organisation chief-executive, Jim Lovie, accompanied by Ian McSweeney, visited Concarneau in Brittany where a big processing firm is keen to take the mackerel. The plant, capable of handling 250-tons a day, needs 20,000 tons before the spring.

The plant now mainly handles tuna and has a fleet of refrigerated tuna vessels which could also be used to carry mackerel. These ships fish off the African coast and the plan was to send the mackerel from France to the African markets.

A spokesman for the SFO said Fishing News that while the talks had proved interesting, the recent increase in mackerel prices had altered the situation. It was felt that skippers would be unhappy at this stage to undertake a 16-hour steam across busy shipping lanes, especially in an area which frequently has heavy weather conditions.

Another drawback in direct landing would be that skippers could only get one trip in a week, where now some are landing in Devon and Cornwall every other day.

"A klondyking operation offers the best solution," said the spokesman.

The scheme has also hit some opposition from the White Fish Authority. A letter sent to the SFO indicated that permission would be required by the WFA for such a venture because grant end loans were involved on some of the boats. This could be a delicate problem as some boats also have FEOGA grants and it is implicit in the Common Fisheries Policy that member country fleets can land off in each others ports.

According to the SFO spokesman, the talks took place with the agreement of the Federation of Producer Organisations in France. "This is the way marketing in the future is going to go. France is already sending boats into Bremerhaven, Germany, with saithe," he added.

Landing mackerel direct into France from the south-west is not new. Brixham skipper, John Day, tried this a few times about 16 months ago. At that time there was a certain amount of hostility from local fishermen in Breton ports.



A polythene sheet, held in place by battens, covers the hole in the forefoot of Sea Triumph.

THE FORMER Scarborough cable ship Sea Triumph, which sank in the River Humber last month apparently near the entrance to Grimsby fish docks, has been raised. The wreck was found to have a sizeable hole in the planking by the forefoot, which could have caused the loss if the damage took place before Sea Triumph vanished. The only clue was an interrupted Mayday call. Divers were able to beach the wreck last week and, to enable a fuller survey, a firm of local contractors lifted Sea Triumph ashore.

BUT fleet nets a big profit...

A DRAMATIC swing round the fortunes of Associated Fisheries has put Britain's biggest trawler operators back in profit to the tune of nearly £2m.

Group results for the year ended September 30, 1976, showed a profit before tax of £1,907,000. This compared with a loss of just over £2m in the previous year.

The British United Trawlers fleet and engineering division contributed handsomely to these results, with a trading profit of £1,710,000 against a loss of £278,000 the previous year.

The big surge into profit came in the second half of the year. In his

report, AF chairman, Mr. P. M. Tapscott said: "The outcome for the financial year is particularly gratifying after a most difficult first half-year when the group made a loss before taxation of £837,000."

"Turnover for the year grew by only 11 per cent, but the recovery in profit represented a turnaround of nearly £4m."

Last year the trawling fleet was cut by a third and the oldest vessels eliminated. Talking to Fishing News, Mr. Tapscott said that this outback had

meant that the remaining fleet could be operated more efficiently. Other factors were improvements in fish prices and the efficiency of the greatly reduced fleet fishing at Iceland, he added.

Looking to the future, Mr. Tapscott said: "The general trading outlook for the group justifies considerably greater optimism than a year ago although, in common with the whole of British industry, many problems remain."

There was good news for shareholders too: "It

is the intention of the board to restore the annual dividend to the 1973/4 peak level of 3.53p per share on the earliest practical occasion."

Gallic May — 250 tons

THE SCOTTISH purser sciner Gallic May put ashore her best-ever mackerel catch on Wednesday this week. She brought in a 250-ton catch to Penzance and the fish are for human consumption. She is 99 ft. long.

Six kits halt port

LUMPERS at Grimsby plunged the port into chaos on Tuesday with a 24-hour protest strike.

The dispute was over just six kits of fish landed by the inshore gill netter Wordley the night before.

Until last year, she operated as a seiner and was discharged by lumpers, but

she has now been registered as an inshore boat and complies to NDLB regulations. The lumpers are not happy with this end have asked her owners to indent for lumper labour.

During the strike, ten vessels with over 6,000 kits of fish went untouched while the men discussed Wordley's case.

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Ireland appoints fishing Minister

'GAUL' WRITS

WRITS against the owners and builders of the Hull factory stern trawler Gaul have been issued three years after the ship disappeared.

Gaul, a former North Shields ship which was taken over by British United Trawlers and brought to Hull, had a crew of 38 aboard when she went missing.

Relatives of some of the men have taken out the writs against BUT and the builders yard, Brooks Marine of Lowestoft.

A test case will be held in the High Court and, depending on the outcome, the other actions could be dropped or pressed.

The case, alleging negligence and breach of duty, will concern a 22-year-old trainee engineer lost with the trawler on February 7, 1974.

THE IRISH Republic has appointed its first Minister for Fisheries. The new Minister, Patrick Donegan, will head a Department of Fisheries responsible exclusively for the development of the Irish industry.

When its terms are clearly defined, the department may also have a major role in fisheries protection.

The new department was decided upon at a Cabinet meeting last Friday. Mr. Donegan was formerly Minister for Lands and, before that, was the controversial Minister for Defence until he made a question the actions of a country's President, who resigned over the issue.

Mr. Donegan was then demoted to the minor Department of Lands, but his political rehabilitation now appears to have been approved.

His appointment has been generally welcomed within the fishing industry. As Minister for Defence, he initiated a considerable improvement in the status and conditions of the armed forces and took a great interest in the Naval Service. Generally, despite the fact

that of his remarks about the nation's President, he has been most efficient in developing the defence forces.

At present the Naval Service is controlled by the Department of Defence. But, as previously reported in Fishing News, this position is not pleasing to the Navy. They are subordinate to the Army in line to the Minister and there has been strong pressure from various areas to change this system.

Following more talks in Brussels and a decision about Ireland's position on fisheries, the Government may well strike a balance between the "defensive" role and the "protection" role for the Navy by giving it more liaison with the new Department of Fisheries, while retaining a defensive posture also.

Our Irish correspondent understands that this will be considered at Cabinet level within a week or two.

Commenting on the decision to set up the new Department, a Government spokesman said: "The establishment of the Department was decided on because of the crucial stage of the fishing industry in the present developmental phase. The Government attaches great importance to the maximum development of our

greatest natural resource."

While welcoming the community and the setting up of the department, many fishermen are naturally sceptical, remembering the years during which fishing organisations demanded a Ministry and were ignored and remembering also the long neglect of the industry.

The real test of the government's commitment to the industry will be whether it now provides effective resources. The Government's development programme for fishing envisages a doubling of the catch inside three years — from 75,000 tons in 1976 to 150,000 tons in 1977 — as well as an increase in employment from 9,300 to 11,000 and the expansion of the fleet by some 300 vessels.

The staff of the Department of Agriculture, which had been engaged in the fisheries section, will now be transferred to the new Department of Fisheries and the present Junior Minister for Fisheries, Michael Murphy, will act as Junior Minister to both Fisheries and Agriculture.

The Irish Fishermen's Organisation will be taking talks with the new Minister at an early date.

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'FN' TALKS TO NEW SCOTTISH FISHING CHIEF

THERE could be a certain degree of scepticism on first hearing that the Scottish Fishermen's Federation had appointed a 54-year-old teacher as its first full-time chief executive to represent its interests. This initial reaction is quickly forgotten when one studies David Aitchison's record of voluntary service to the industry, apart from his technical qualifications as a principal tutor in navigational studies.

Although not born in a fishing port, one side of his family belongs to the Shetlands and he spent as much time as possible in the Isles where he could indulge in his great interests of sailing and fishing. After a distinguished war record, it was by choice that he took up a teaching appointment in Eyemouth in 1948. This was the opportunity he wanted, to combine a natural teaching talent with a direct involvement in the inshore fishing industry, or share fishing industry as he prefers to call it.

On the educational side his success in producing an extremely high pass rate in nautical studies was recognised by his appointment from 1965-68 as principle examiner in navigation to the Scottish Certificate of Education Examination Board and also as

convenor of the Board's nautical studies panel from 1970-72.

It is his practical involvement with fishermen and fishermen's associations which David Aitchison feels has given him the experience and qualifications for the formidable task which now confronts him. "I would hate to think that the broad overall knowledge I have acquired of the industry would go unutilised", he said. This involvement ranged from improving fishing techniques, particularly making use of electronic aids, to participation in the working group which made a detailed study of the effects on the industry of UK entry to the EEC.

In addition he has served as president of the Firth of Forth Fishermen's Association and has been an executive member of the Scottish Fishermen's Federation, as well as secretary of the Eyemouth Fishermen's Association for the last 12 years. So the Scottish shore fishing industry will be represented by this highly qualified and experienced man in Brussels. How does he assess his task?

We put some questions to David Aitchison to find out.



DAVID AITCHISON took up his duties as the Scottish Fishermen's Federation's first full-time chief executive last month. He represents over 1,000 boats and 6,000 fishermen in what could be described as the biggest individual job representing fishing interests, if not in Europe, then certainly in the UK.

The head of a 1000-strong fleet says:

FN: What do you see as your immediate task in your new role?

DA: Firstly, I must establish lines of communication with fishermen, Government and other sections of the industry. There is no doubt that the increased priority which the fishing industry has received in recent times is a result of the fishermen themselves taking a direct involvement in their own future. The unity which the industry has achieved must be maintained and fostered.

This job is above all about people: their hopes, fears and aspirations and the preservation of an industry and a way of life which is very much worth preserving. One of my first tasks will be to visit as many ports as possible — getting to know the men and listening to their problems. Fortunately, through my association with the industry, I already have a head start, but only by meeting the men in their home environment will I be able to assess their needs.

I look forward to revisiting such places as the Shetlands and re-visit the prospect of getting to know new areas of the country and the fishermen who live and work there.

Secondly, relations with Government Ministers and civil servants must be consolidated. During recent years they have begun to show a better understanding of the industry to the economy of the country — to the survival of many and varied communities scattered along the Scottish coastline — and this must be continually hammered home.

We have been frustrated and annoyed in the past at the apparent lack of understanding of our politicians and their advisers. This, I feel, is a direct result of their remoteness from the pierhead.

Having lived in a small fishing community for 30 years, I think you build up a "gut feeling" for the industry. Living with fishermen, enjoying their successes, understanding their failures and sharing their tragedies is, itself, an education of what the industry is all about.

Thirdly, we must improve communication with other sectors of the industry. From our trawler colleagues to the buying, processing and marketing side of the industry.

In recent times there have been suggestions that there should be a national fishermen's organisation and I saw in *Fishing News* Finches, Mick Coburn suggesting that there should be a 'Fishing Supreme' acting for all sectors of the fishing industry. Both suggestions, whilst having many commendable features, I feel would

WE MUST KEEP UP CATCHING POWER

not only be impractical but, at this point in time, sometimes contrary to the interests of the men I represent.

For example, although we have many interests in common with the trawling industry, there are areas in which our interests differ. In particular the financing of the share fishing industry, as well as the share system itself, illustrates a major difference in our basic structure.

I am in favour of a national council with the various interests being set up, but not as a body to decide policy on a majority vote basis.

By all means, in the event of a unanimous agreement on the subject, such a body would add strength to a particular cause, but no section of the industry should be compelled to associate itself with a decision it does not favour.

Perhaps what we need is not so much a supreme, or boss man, but a trouble-shooter who can spend his time finding as many points of common interest as possible, presenting them to a jettisoned version of the White Fish Authority Advisory Council and then, and only then, speaking with a UK voice.

FN: How do you see the future of the industry in the context of the EEC and also the prospect of Scottish devolution?

DA: The whole future revolves around the decision to be made on conservation and management of limits and quotas. We must think positively in our arguments for preference in the EEC 'Pond' and take advantage of certain EEC concepts which already have been promoted; make better use of the system as it stands, as well as pressing for a revision of the Common Fisheries Policy.

Geographically we own the major part of the fish, therefore it is logical for us to have our just share of the 'harvest', as well as the final say in the overall management and control of stocks.

We must not allow our manpower to decline — this is where our future depends — our negotiating hand will be devalued if our Government accepts a reduction in catching power of the inshore fleet.

We must devise methods where our young men can continue to aspire to ownership. At present the

large deposits required are probably the biggest obstacle against the continuance of the traditional family fishing enterprise.

Provided a man's qualifications for grant and loan assistance are in order and it fits in with overall development plans, he has a right to aid — the cap in hand approach is utterly and completely unnecessary.

Fishermen have paid their fair share of tax and deserve the utmost encouragement. The share system, with no guaranteed wage or holiday pay, is surely the classic example of free enterprise at work.

I believe other industries could learn from this to the extent that the UK would not be in its present economic crisis if the principles of share fishing were applied more widely.

I would like to press for greater British involvement in the EEC Civil Service as it relates to the fishing industry. Surely it is only just that this country, with not only the greatest investment and access to stocks, but also the greatest experience of fishing, especially from a human consumption point of view, should have representation in proportion.

As far as devolution is concerned we must watch the implications very closely. At present fishing is not included in the remit of the Assembly. Whilst appreciating certain basic reasons for this omission, I feel that the growth of Edinburgh as a political centre must increase the recognition of our industry's needs.

From an economic point of view alone, I see no reason why the whole of the UK fishing industry cannot, and should not, be controlled from Edinburgh and I would certainly fight strongly any move to reduce the status of the Scottish Fisheries Division.

FN: There seems to be considerable confusion as to the roles of fishermen's associations and producer organisations. How would you explain this?

DA: Firstly, POs are a development very much to the credit of our EEC involvement and afford fishermen a much larger say in the management of the industry. However, so much has happened in the industry in the last few years

that a certain amount of confusion is inevitable. It will be one of my tasks to work towards closer integration of associations and producer organisations.

Historically, POs are the children of the associations — at times some of our functions seem to overlap — this is inevitable. Take the case of fish quotas. The federation as a national representative body takes part in the international negotiations to agree quota levels. Producer organisations are concerned quite rightly but in the outcome, since they are mostly concerned in the administration of quotas.

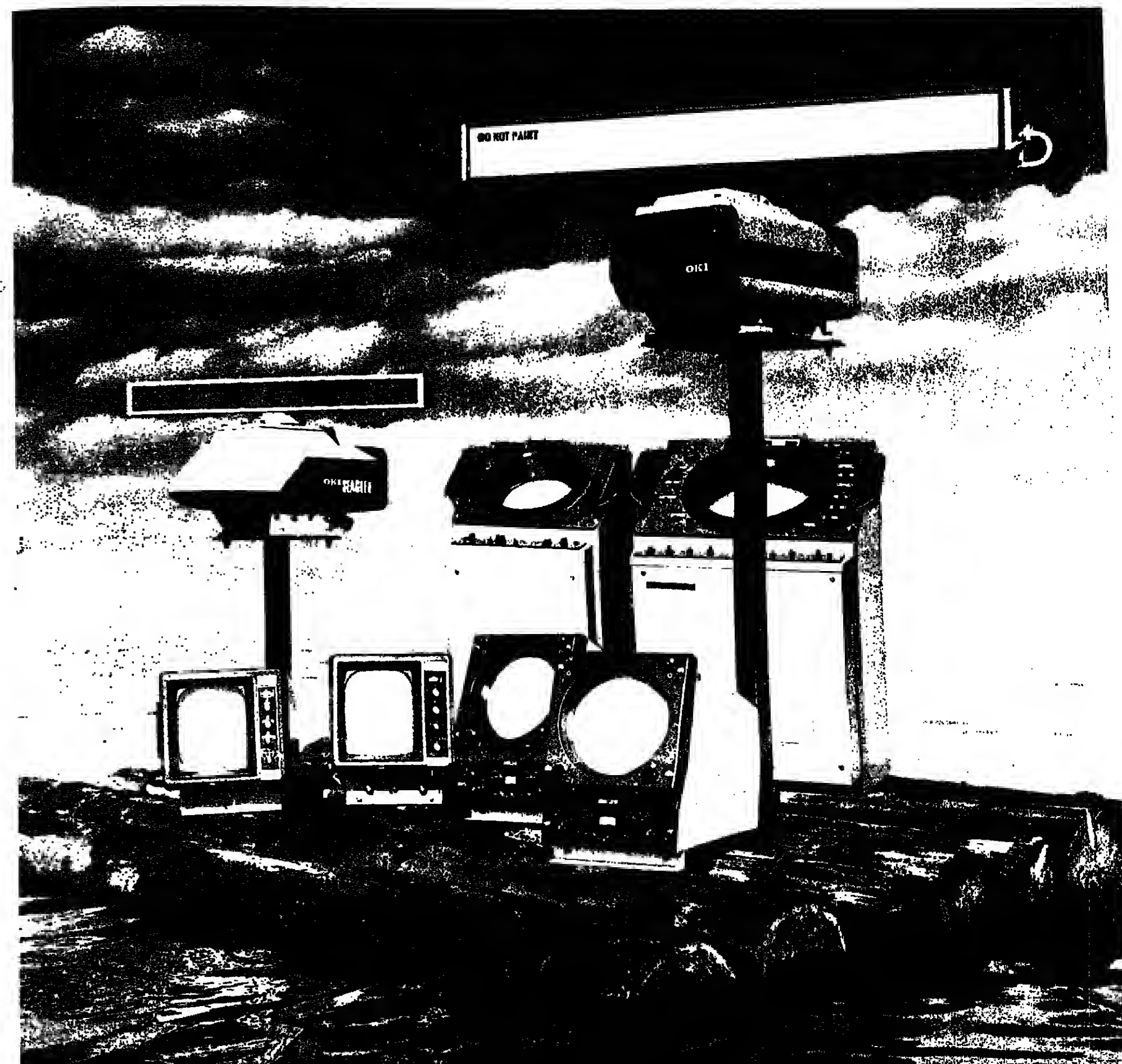
The associations, through the federation, are responsible for all representations and discussions with Government and EEC whilst the role of the PO is concerned with the regulation of the industry, so that the conditions are improved for the sale of member's produce and stabilising the market — e.g. by use of the withdrawal price system. They are increasingly involved in quota management and other day-to-day business functions of the industry.

In short, the SFF is in fishing politics, the POs are in business.

I would not go so far as propose that PO membership should be compulsory, but there is no doubt that their functions could be greatly strengthened by a higher percentage participation and I would strongly urge those who have not yet joined a PO to reconsider their position. Strong membership is both vital to federation and PO.

FN: Finally, are you optimistic or pessimistic about the future of the industry?

DA: Undoubtedly there are critical and testing times ahead for all concerned with the industry. Fishermen, their representatives, civil servants and politicians alike. However, we have men and vessels unprepared anywhere in the world. We have (I hope) civil servants and politicians more inclined to listen than before and practising fishermen involved in the highest levels of decision-making. If we can consolidate the unity which we have achieved and if we fully utilise helpful aspects of the Common Fisheries Policy, in spite of all its defects, then our industry may yet realise its full potential.



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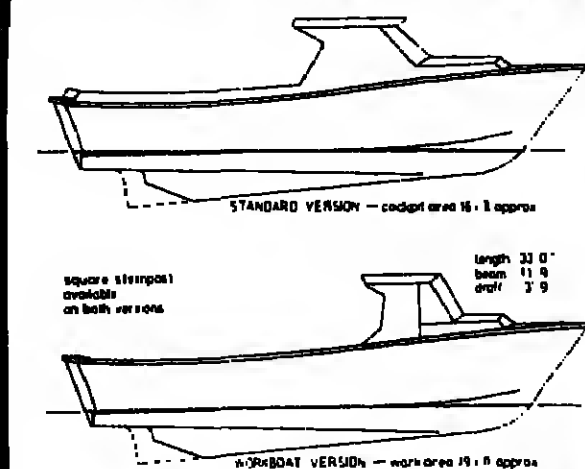
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CONSULT THE EXPERTS

'No faith' in new EEC chief

IRISHMAN Eamonn Gallagher has been appointed to set up a new Fisheries Section of the EEC. It will be responsible for monitoring the EEC fisheries policy — and probably monitoring progress on matters such as the Irish 50-mile limit claim, in which Mr. Donegan will be involved in negotiations.

The section will head talks with countries like Japan and the Soviet Union on deals in connection with fishing in Community waters.

His appointment was criticised by the chairman of the Irish Fishermen's Organisation, Joey Murray, who hails from the same county as Mr. Gallagher, Donegal.

Mr. Murray said that Mr. Gallagher was a committed European and would give nothing away to Irish fishermen.

Meanwhile, as he prepared to resume negotiations in Brussels on Tuesday this week, the Irish Foreign Affairs Minister, Dr. Garrett Fitzgerald, said he had no intention of dropping the Irish claim to a 50-mile limit.

In an interview with *Fishing News*, Mr. Fitzgerald said that there was no basic difference between him and the Irish fishermen over the end to be achieved. What they differed over was the means towards that end. Declaring a 50-mile limit was not a simple matter.

He said he had not met with the fishermen since they broke off talks with the Government. He believed that they should be kept fully informed of developments and his door is always open to them.

The Minister took part in Brussels talks this week on interim conservation measures. He said Ireland wanted controls on the size of nets that vessels could use, quotas and species that could be fished to be clearly enforced and the

possible closing down of herring grounds for an entire season if necessary.

Ireland also wants Community help in financing the cost of patrolling the 200-mile EEZ limit. Mr. Fitzgerald said Ireland needed three more long-range protection

assessing manpower a quinquennial with the great certainty that surrounds the future of the industry.

A federation spokesman said: "Despite the uncertainties, we have embarked on the road of decasualisation with the proviso that it is only pay-as-you-go regard to the condition of the industry as the improvident faces; but, above all, the nature of fishermen themselves — leaving them the freedom to choose their value so high."

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Bid to stop landing fails

A SMALL consignment of frozen Icelandic fish was landed at Grimsby at the beginning of this week in a commercial dock despite overtures to the dockers from the Grimsby Trawler Officers' Guild not to touch it.

About 150 tons of white fish and prawns, ordered by a number of Grimsby merchants and processors, was discharged from the 128-ton Icelandic cargo vessel *Ljosafoa*.

It was the first Icelandic fish landed at Grimsby since British trawlers left Iceland grounds at the beginning of last December.

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SUPPORT SHIP WILL NOW GO TO GREENLAND

FLEETWOOD'S bid to have a support ship sent to the East Greenland area where many of the port's vessels are working, appears to have been successful.

Last week a Department of Trade spokesman said: "We are preparing *Miranda* to be sent to the Greenland area. It is not certain when she will be leaving. The final decision to send her could come after a meeting of the British Fishing Federation this week."

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went to London to discuss the matter with officials of the DTI. The case for sending a vessel was also taken up by the MP for North Fylde, Walter Clegg.

Mr. Cross said last week: "We have been pushing for months to get a support ship in the area. It is splendid news that *Miranda* is going."

At the moment, most of Marr's Fleetwood vessels have been sent to East Greenland because of the White Sea quota being used by the east coast freezer.

It has been revealed that another Fleetwood company, Boston Deep Sea Fisheries Ltd., is to send its distant-water trawler to East Greenland. The stern trawler *Boston Blenheim* and *Boston Beverley*, which have been working the White Sea, are now to fish at Greenland because their quota is needed for the firm's east coast freezer.

There is an obvious need for a support ship in the Greenland area with the lack of ports in which vessels could seek help in cases of emergency. At the moment all J. Marr's Fleetwood larger stern trawlers are in the area.

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A spokesman for the dockers' union, the TGWU, said the men had decided to work the vessel because negotiations between the EEC and Iceland are still in progress.

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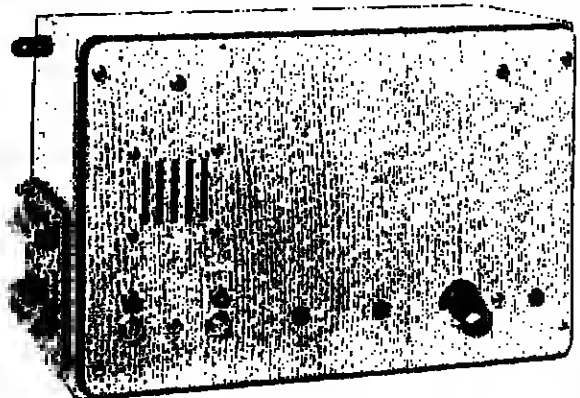
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SAILOR marine radio equipment



SAILOR R114M WATCHKEEPING RECEIVER

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Patron H.M. The Queen

85 years constant service to fishermen and their families

Sounding for mackerel

"DURING the summer shoals of mackerel visit this part of the coast and I want to fit an echo sounder in my 35 ft. MFV for locating them.

"Most of the larger boats here are fitted with Ferrogaph G240 sounders, but they usually go bottom trawling about 10-15 miles out and do not bother either with the mackerel or with herring in the autumn.

"I understand that mackerel are difficult to locate with a sounder because they do not have swim bladders, but there are types with which they can be found.

"I should like to know which these are and who makes them and, if any of them are likely to be obtainable from the firm you mentioned a little while ago which re-conditions sounders. Also the name and address of the company."

"As far as I know mackerel are more likely to be found if you use a sounder with a transducer frequency of 100 kHz or over instead of one with a lower frequency. I have seen excellent recordings of mackerel shoals made with Atlas 240 sounders, used in conjunction with 100 kHz ceramic transducers, off the coasts of Devon and Cornwall.

I know from experience that they can be detected with a Ferrogaph G240 sounder, transducer frequency of which is 143 kHz. And I understand that they can be detected in depth to about 20 fathoms with 200 kHz instruments.

Atlas 240 sounders are made in Germany and are obtainable in the UK from Brown & Parrington (Instrumentation) Ltd., 9 Botolph Street, London E.C.A. Ferrogaph G240 sounders are made by the Ferrogaph Co. Ltd. at its Simonside Works in South Shields. A 200 kHz instrument, made in Japan, has recently become available.

Neither Atlas nor Depmar sounders are likely to be available from the company I mentioned. But a re-conditioned Ferrogaph G240 (or G180 which has the same transducer frequency) might be obtainable from Elliott Instruments Ltd., Station Industrial Estate, South Woodham, Essex.

Called the Duplex Muting Unit, it is anticipated that principal demand for it will be for use on marine SSB radio equipment.

When inserted between receiver and antennae, the unit monitors nature and level of radio frequency and introduces attenuation for the duration of any breakthrough. In this respect it imitates the human ear as it automatically reduces sensitivity when the user is speaking.

It is said to protect the receiver from damage, minimise unwanted noise and prevent long period of signal loss.

It is claimed to cost considerably less than a remote aerial with a feeder running the length of a vessel. It requires no modification to existing equipment, is compatible with all receivers and does not affect type approval of equipment to which it is connected.

Full particulars and price are obtainable from Callbuoy Marine Electronics Ltd., 8 Somerset Road, Cwmbran, Gwent, Wales.

John Burgess' Log



here from Kelvin Hughes, New North Road, Hainault, Ilford, Essex.

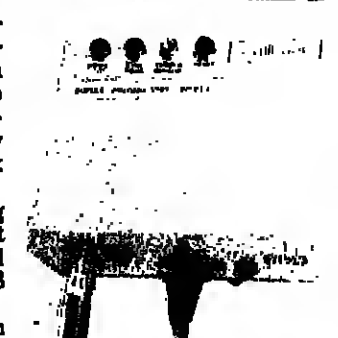
This last one is known as the Depmar 131. It has a compact transmitter / recorder which weighs only 14½ lb; six depth ranges between 0 and 120 fm, with alternative scales to 40 fm, and a flashing indicator with two range scales.

Paper width is 4 in. and it has not only a white line, but a "bottom anywhere" facility as well. Power consumption is said to be minimal.

If your boat is built of wood or GRP, it could be fitted with a Dagmar 200 kHz transducer. So it could pay you to obtain full particulars and price of this instrument as well as those of the Atlas and Ferrogaph sounders.

Neither Atlas nor Depmar sounders are likely to be available from the company I mentioned. But a re-conditioned Ferrogaph G240 (or G180 which has the same transducer frequency) might be obtainable from Elliott Instruments Ltd., Station Industrial Estate, South Woodham, Essex.

Cut the crackle



The Duplex Muting Unit from Callbuoy Marine Electronics which eliminates antenna spacing problems.

DECK CLEANER

"DO YOU know of a strong solution that will get fish blood and slime off the painted surfaces (metal and wood) in the deck space of our boat?"

I suggest you try using Eclipse, which is the most remarkable cleaning fluid for use in a boat that I have ever come across.

It is a translucent blue fluid — of a consistency something like that of a detergent — which you can mix with brackish as well as fresh water, hot or cold. And I doubt whether there is any surface or item of equipment in a fishing boat which cannot

Fill that gash with GRP paste

"SOMETHING has made a deep score in my boat's topsides. It may have been a bolt in an old jatty that I went alongside. What's the boat way to repair it?"

I suppose you could get some glass cloth and resin, and fill the gash with GRP laminations until it is flush with the gel coat. But you would have to wait until the weather's warmer and you would probably be able to do the job sooner and just as effectively with our Isopon P-30 repair kit.

This type of kit consists of polyester resin mixed with chopped glass fibres, which is supplied in a tin, and a hardener which resembles red jelly in a tube. All you have to do to repair a gash like that is to make sure that it is clean, dry and free of grease, mix some of the hardener with some of the paste and then fill it with the mixture using a putty knife.

The mixture will harden in between 10 and 20 minutes, depending on temperature and the amount of hardener you use, and you could use the boat as soon as it has hardened. But it is better not to use it for 24 hours so that the filling cures fully and adheres firmly.

After that time you can paint it the same colour as

DECK CLEANER

be cleaned superlatively well — and harmlessly — with it. You can use it neat or broken down a little to remove oil and grease from engines, galleys, stoves and metal fittings of all sorts; in a less concentrated solution to clean paintwork and upholstery; in a weak solution to clean wheelhouse windows and portholes.

I don't think you would regret acquiring some Eclipse not only for cleaning your deck space but for these other purposes as well. It is obtainable from Dezatar Chemicals Ltd., Caledonian Works, Lookerbie, Dumfriesshire, Scotland.

CLAM INFO

"I AM interested in dredging and would like to know whether there are any publications containing information about equipment and methods used."

John Sainsbury's book *Commercial Fishing Methods*, published by Fishing News Books Ltd., contains some information about clam dredging and illustrations of dredging arrangements for working one, two and three dredges simultaneously.

It is possible that further written information about dredges and dredging methods may be obtainable from the MAFF Shellfish Laboratory, which is based at Ramscroft Avenue, Burnham-on-Crouch, Essex.

TWO DROWNED IN HARBOUR ACCIDENTS

TWO CREWMEN drowned in harbour incidents last week — one at Stornoway, Isle of Lewis, and the other at Penzance, Cornwall.

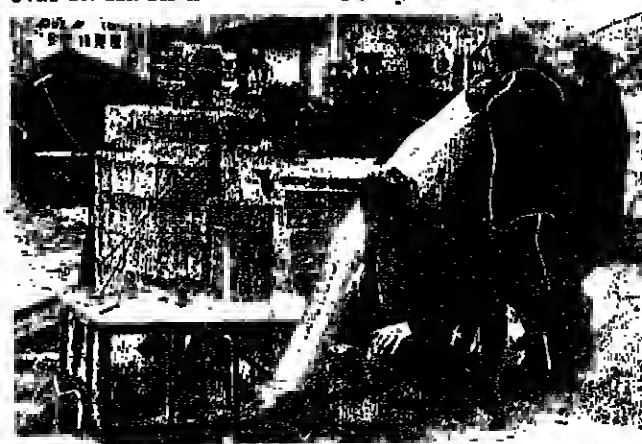
Dackhand Stephan Wilson (21), of the Fleetwood trawler Mount Melleray, drowned after slipping into Stornoway harbour.

Mr. Wilson and another crewman were moving between the quayside and a moored vessel in the harbour during a hallstorm when he slipped and fell in to the water.

The other deckhand, Tony Richardson (23), died in an accident on 10 minutes to keep his shipmate afloat. He found a quayside crossbeam and pushed Mr. Wilson over it. He said he would

be able to hold on. Mr. Richardson then swam to a ladder and ran to Mount Melleray to raise the alarm. Skipper Bart Andraws called out the crew and police arrived with searchlights, but Mr. Wilson could not be found. His body was recovered several hours later.

At the busy Cornish mackerel port of Penzance on Thursday last, a young crewman of Cherry Burton from North



Police divers at Penzance, Cornwall, searching for the body of one of the crew of Cherry Burton.

WHITE SEAS BOOST FOR FLEETWOOD

FLEETWOOD landings showed a big improvement last week over the previous seven days thanks to some excellent White Sea catches and a splendid performance in the middle and near water sections.

Top ship of the week was the stern trawler Fydeo. Skipper John Burns brought the vessel back from the White Sea area with 1,864 kits, including more than 1,500 of cod and 160 of haddock, which sold for £48,657. Fydeo was followed from the same grounds by the stern trawler Boston Blenheim (Skipper Brian McAvoy) which also hit good fishing. The vessel landed 1,469 kits, including more than 1,200 of cod and 200 of haddock, grossing £40,925.

But the stern trawlers did not have it all their own way. In the side trawler section Robert Hewitt (Skipper Dania McLoughlin) made £34,996 from 1,326 kits, including more than 1,100 of cod and 180 of haddock, while Boston Explorer (Skipper Bill Anderson) made £32,910 from 1,227 kits — 950 of cod and 140 of haddock.

It was unfortunate that the Faroe grounds did not pay off for the stern trawler Norina. The vessel returned from the area with only 391 kits, including 145 of cod and 90 of haddock, selling for £3,882, which clearly reflects the dif-

ficulties of vessels which have been forced to work unproductive grounds because of quota restrictions.

In the nearwater field there was a brighter picture with a big landing by the most modern of the port's stern middle-water trawlers, Idena. Skipper Tom Christy, one of the port's most experienced homewater fishermen, showed he had lost none of his talent when he brought the vessel in with 851 kits, including 140 of cod, more than 350 of haddock, 160 of coley and 190 of dogs, to gross £19,184. Had markets been at the level of previous weeks this trip could have been expected to break the middle-water record for the port.

In the side middle-water trawler section there was also a good performance by Wye Vonguord (Skipper Ron Slapp) which made £12,284 from 485 kits, including 135 of cod, 100 of haddock, 70 of coley and more than 80 of dogs.

It was, however, in the near water section where some of the most commendable grossings were recorded. Skipper Ken Beavers continued an outstanding series of trips in the pocket side trawler Rosomonda when he returned from the Scottish grounds with 215 kits, including 62 of hake, one of the largest amounts of the variety seen since he last landed, which made £8,610.

Go-ahead for blue whiting

STORNOWAY plan and harbour commission has agreed to a White Fish Authority plan to disgorge bulked blue whiting for fish meal at the port during March, April and May this year for a trial period.

The landings will take place on the number 1 pier, between Rolf Olsen's factory and the ferry terminal, as the vessels to be used are over 140ft long.

In a letter to the commission about blue whiting processing trials started last year, the WFA stated that the major purpose of the trials is to develop the machinery essential for processing the fish for human consumption. It points out, however, that the sustainable annual catch of the fish within British waters is predicted at several million tons and, therefore, only a relatively small proportion of the possible catch can be used for human consumption in the future. There is, therefore, a poten-

The WFA stated that the vessels landing bulked blue whiting at Stornoway last year had experienced great difficulty because the fish had compacted so firmly in the holds. The solution is to flood the vessels' hold partially and pump the fish out. To do this, the WFA hoped to obtain a self-contained portable fish pump and would like to run trials for discharging at Stornoway. It also expects a small amount of water pollution.

Difficult conditions in the fishing industry demand tough equipment, and Kelvin diesels have always responded magnificently to the challenge.

But conditions in fishing today mean that what were once good reasons for choosing Kelvin are now even better reasons.

Reliability, economy and easy maintenance mean that more of the profits are going to you, not going to keep your diesels going.

Sturdy construction and generous metal tolerances, allied with low-revving characteristics, spell exceptionally long-life.

Compact design means that the engines take up less room, leaving more room for the catch.

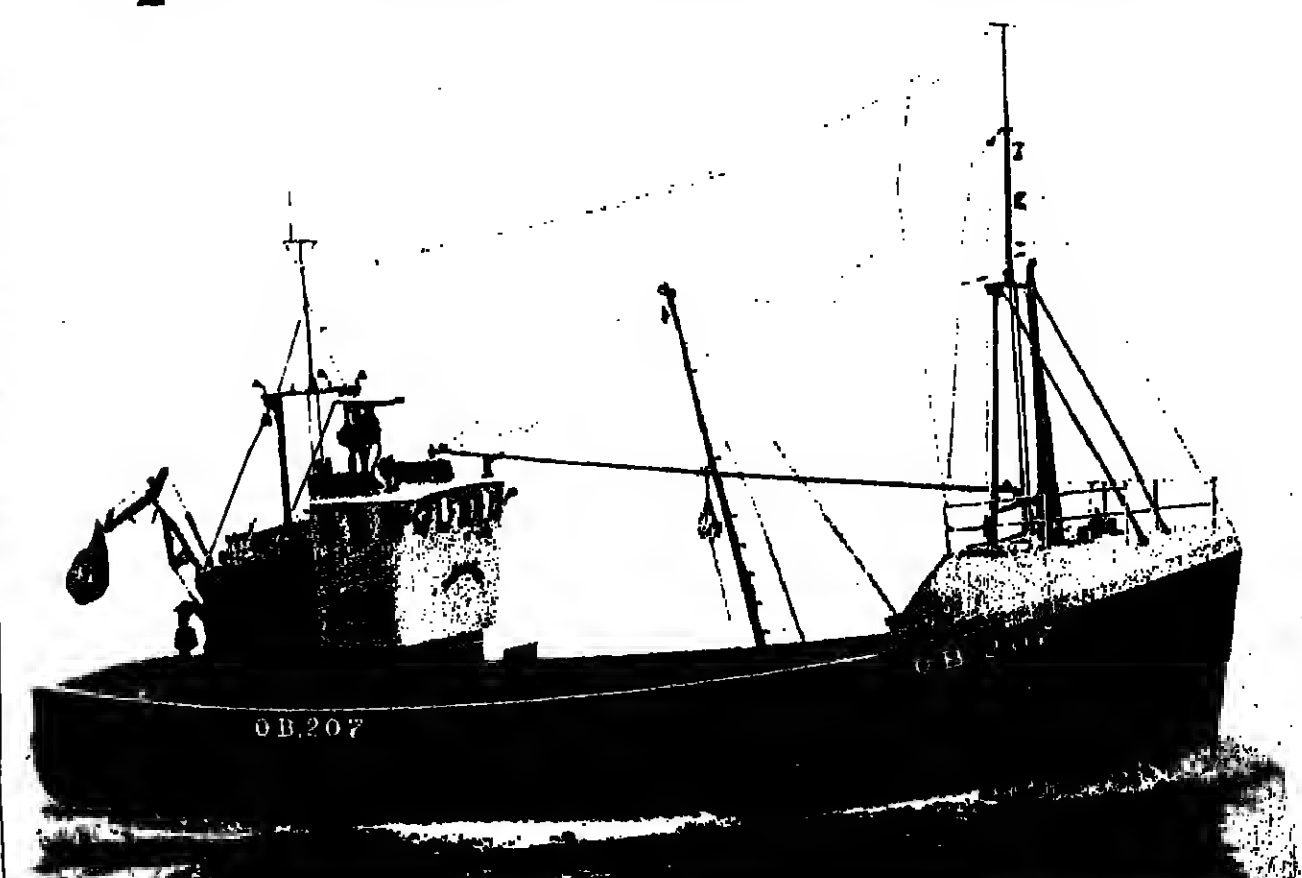
If you suspect there should be more profit in fishing, then perhaps you're using the wrong diesels.

Try Kelvin, and see.

Kelvin

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Today, more than ever,
you need Kelvin diesels.



M.F.V. DEFIANT a 65 ft. wooden hulled fishing vessel powered by an 8-cylinder TASCOR Kelvin Diesel developing 415 hp. This vessel of Transom-stern design with forward engine installation was built by Thomson of Buckle for Mr. William "Zander" Forbes.



Kelvin Diesels, 254 Dobbies Loan, Glasgow G4 0JL Telephone 041-332 1266

50
years ago

Recalling some of the stories which appeared in our columns this week 50 years ago.

FEBRUARY 12, 1927

SIR Thomas Robinson KBE, the Grimsby trawler owner, dies during pleasure cruise to the Mediterranean.

EDWARD F. Hyde, proprietor of Fish Trades Gazette, dies of pneumonia.

TWO steam trawlers launched at Selby — first in 10 months — by Cochrane and Sons for Consolidated Fishing Co. of Grimsby.

FIRST Chinese-built trawler launched at Shanghai. She is 125ft. long with a top speed of 10 knots.

SCOTTISH Fishermen's Association present seal net ben petition to Fisheries Board.

DISCOVERY of sticky substance on hulls of vessels using Waterloo Dock, Liverpool, solves mystery of missing 200 tons of treacle from steamer.

PORKNOCKIE harbour reopens after £25,000 extension and deepening scheme.

THE King sends 20 guineas annual subscription to the RNLI for 1927.

THE NEW North Shields wooden multi-purpose boat *Sonia* is a very fine sea boat with excellent towing power, according to her skipper, Terry McEntee.

At 65ft., she is the largest vessel built by Robsons Boat-builders of South Shields and incorporates a number of interesting features.

She is the first vessel to be fitted with seine rope storage reels from the Wallsend firm of D.E.V. Engineering Ltd. With side frames, frame covers and flanges made of marine grade aluminium alloy, they are lighter than steel reels and so reduce the boat's top weight.

Other features of the reels include totally enclosed Carron hydraulic motors and a five-roller rope guide carriage running on a double helical shaft with enclosed drive.

Speed and forward, neutral and reverse controls are fitted in the wheelhouse. The reels each have a capacity for 20 coils of 3 in. rope.

As the boat will work from eight to ten coils a side, the reels are large enough to allow the ropes on one drum to be wound on to the other for turning.

The reels lie athwartships, aft of the winch, and in such a position that they need not be removed when the boat is trawling.

There is good working

space between the reels and deckhouse, the steel trawl derrick being mounted on deck just aft of the reels.

Sonia will also shortly take delivery of the first Canadian C-Tech type LSS-100 H medium range Omni sonar set to be installed in the UK.

Marketed by Kelvin Hughes, it is a small size, high frequency and high resolution sonar ideal for the smaller vessel. It presents a 360 degree picture on a 10 in. CRT screen, giving a simultaneous radar-like picture of the underwater situation around the boat.

Depending on the fishing environment, it can detect shoals of fish up to a distance of 1,000 m. and operate at a frequency of 100 kHz.

It has four sounding ranges, from 100 m. to 1,600 m., and scanning and tilt is controlled electronically. Its solid-state plug-in circuit boards and modular construction allow for easy maintenance.

Skipper McEntee said he chose the sonar chiefly because of the radar-like all round picture.

Designed by the builders, *Sonia* has a beam of 20 ft. and draft of 9 ft. 6 in. Tonnage is 43.

She is of larch on oak construction, with a transom stern, and has steel deck beams and bulkheads. Her forward lines are quite full and *Sonia's* stability features come well above the IMCO minimum recommendations.

Sonia is also fitted with an Ulstein Model 55GSC gearbox and controllable pitch propeller unit.

The main engine is a Gardner 8L3B diesel giving 230 hp at 1,150 rpm and is close coupled to the gearbox which has a reduction ratio of 3.5:1.

Below: *Sonia* at 65ft., the largest boat built by Robsons of South Shields. She has steel deck beams and bulkheads.

With a diameter of 1,500 mm., the three-bladed propeller is housed in a fixed nozzle which is also of Ulstein design. Ulstein of Norway has been making controllable pitch propellers for more than 50 years. They are specially designed to meet the widely divergent requirements of speed, pull and manoeuvrability on a fishing vessel.

The equipment was supplied to *Sonia* through Ulstein (UK) Ltd. of Edinburgh.

Skipper McEntee is pleased with the fuel economy and the increased towing power provided by the installation.

Equipment driven from the main engine includes a Gilbert Gilkes and Gordon bilge and general service pump and two AC 90 24V alternators.

A Lister SR2 16 hp air-cooled auxiliary engine provides power for a Deami bilge and general service pump, an AC7 alternator and a hydraulic pump for fishing gear retrieval.

An electrically-driven Zurn 'Bilge King' bilge pump, which operates automatically if the water rises over a certain level, is also fitted in the engine room. Ventilation is provided by Airmax fans.

A total of 2,500 gallons of fuel oil are carried in two tanks in the engine room. The electrical system operates at 24V and the installation was carried out by the Beldon Electrical Installation Co. Ltd.

Pipework in the engine room was fitted by the Beldon firm of S.F. Cutter. On deck, a Northern Tool and Gear 'Mastra' combination seine and trawl winch lies forward of the rope reels and this unit is powered by a Dawty variable delivery

hydraulic pump, driven off the fore end of the Gardner engine through a flexible coupling and a Mastra gearbox.

A D.E.V. Engineering 20 in. power block, hung on a single reach derrick, is fitted aft of the deckhouse and this can be slewed through 210 degrees.

A hydraulically-driven winch for the cable of a headline transducer was supplied by the Eyemouth company of Farmarine. Hydraulic power for the rope reels, power block and enable winch is provided by a Webster pump driven off the Mastra gearbox.

All the deck units can be driven by the standby pump on the auxiliary engine as it is piped into the main hydraulic circuit. The entire hydraulic installation including the Wills Riley power assisted steering gear was carried out by D.E.V. Engineering.

Trawl galleys are fitted aft, and the hanging blocks and various deck-mounted trawl sheaves are from Clark and Co. of Grimsby. Whiteback, moths, landing derrick and fishroom hatch are of aluminium.

Sonia has been supplied with mid-water trawl doors, single-hoist mid-water trawls and seine nets from the Boris Net Co. of Fleetwood, Lancs. This firm claims that British gear manufacturers offer a much better after-sales service than their foreign competitors.

The steel blockhouse, trawl galleys, fuel tanks and rudder, etc., were fabricated by J.G. Turnbull Ltd. of East Boldon and this firm also made the Ulstein-designed propeller nozzle.

Fish finding equipment in the wheelhouse includes Simrad IQ echo sounder with

MA Echo Magnifier and Kelvin Hughes MS44 sounder with BL1 Scale position unit.

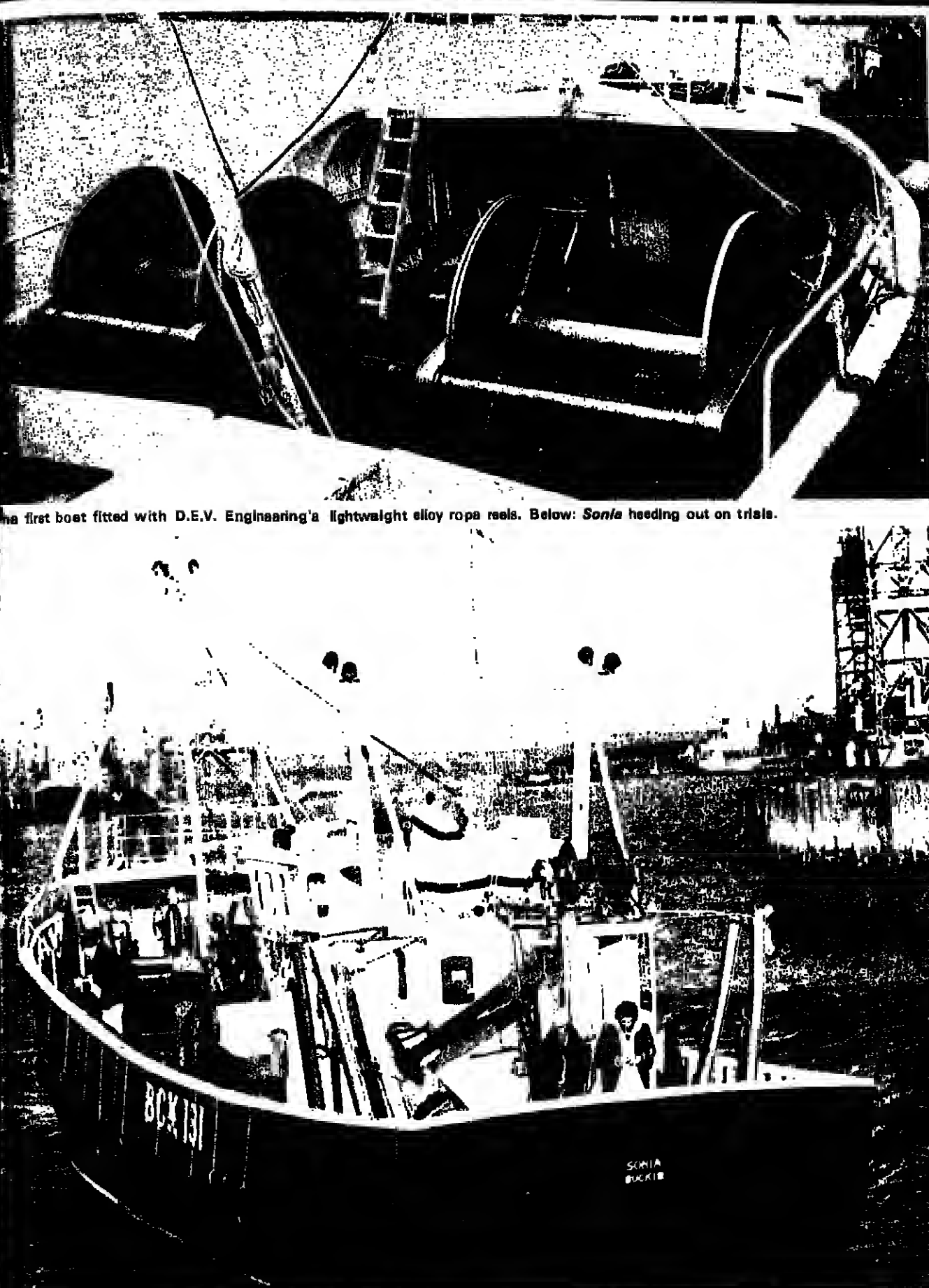
Most of the communications and navigation aids were supplied by the North Shields firm of A.N.D. Electronics, and comprise Seavey radar, Phoenix Talk-Back system, Marconi Corvette vhf radio telephone, Cetrek 201 automatic pilot and 'Sailor' T122 R105 radio telephone, RT44 vhf radio telephone and R110 Watchkeeping Receiver.

The headline transducer, from A.N.D. Electronics and also fitted, are two Decca Mk. 21 Navigators and 360° Track Plotter. Wymstruents straight line window wiper, a Hasek 'Skipper' helmman's chair, Francis searchlight and Fish horn. The compass is from the Hull Trawlers Mutual Insurance Co. and a Keros safe cooler is fitted in the galley, aft of the wheelhouse.

Some 350 gallons of fresh water are carried in a tank in the forepeak. Six bunks are arranged in the after cabin which is fitted with a Perkins space heater, and the wheelhouse is heated by the exhaust trunk from the engine room.

About 64 tons of spruce bulk can be carried in the fishroom, which is arranged for both loading and bulking.

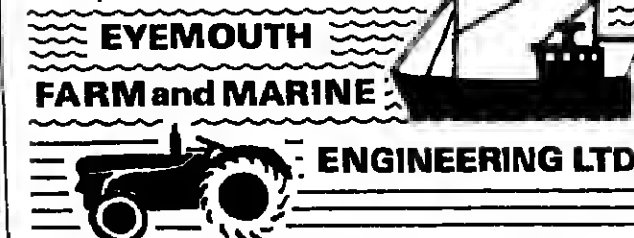
It is insulated on the deckhead and after bulkheads with glass wool slabs from Newalls Insulation Ltd. of Washington. Stanchions of steel and the aluminium pound boards came from J. R. Hithington and Son (Aluminium) Ltd. of Hull. The fishroom is served by



The first boat fitted with D.E.V. Engineering's lightweight alloy rope reels. Below: *Sonia* heading out on trials.

TRANSDUCER-CABLE HYDRAULIC WINCH

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We congratulate Skipper T. McEntee on his fine new boat and hope that he and his crew will enjoy good fishing.

We provided the steel wheelhouse, the propeller nozzle and rudder, trawl galleys and other structural steelwork for m.f.v. SONIA, in co-operation with Robson's.

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No women crew — official!

IT LOOKS as though it will be a long, long time before women join trawler crews. Not that the trawlermen would be against it — though it might cramp their style, and their language, a bit.

It would probably cheer life up no end to have a soft voice murmuring "Time to start your watch, dear" at 2 a.m. on a cold February morning — in the middle of a North Sea gale — than the usual yell to "get out of that fleapit!"

And if women did start to move in on the cooking side with their shore-based recipes and cooking routines, who knows what could happen?

It might and the constant shortage of crews. It would also bring existing ones back on time!

One young lady did apply for a job as cook on board a Lowestoft trawler a year or so ago. Her application caused one of the biggest headaches in the industry for years.

No one was quite sure how

to handle it because of the Sex Discrimination Act. Everyone from managerial level down to deckhand realised that to allow any female aboard a trawler with a bunch of fishermen would certainly be raising all sorts of problems. Fortunately, the girl withdrew her application. Now, however, the fishing industry has given a slight relief. It has been given Government exemption from the provisions and requirements of the Act as far as women's jobs go on trawlers.

The basis for the exemption seems to be that a prima facie case has been presented on the impossibility of providing basic requirement for women crew members.

But how long the new ruling will apply is uncertain — it could be that future trawlers will have room for female cabins and sleeping quarters.

BEST WISHES to
SKIPPER TERRY McENTEE and
his CREW on the "SONIA"

Manufacturers of ROPE DRUMS, POWER BLOCKS, WARP TENSION METERS, AND CONTRACTORS FOR COMPLETE HYDRAULIC INSTALLATIONS.

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Very Best Wishes for "Good Fishing" to Skipper Terry McEntee and the crew of

M.F.V. SONIA
from her builders

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We carried out engineering work on this vessel in co-operation with Robsons


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BCK 131

SALTRAM 24



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TWO-BOAT TRAWLS

Manufactured by Dentrawl, Denmark. Available from Stock

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Ythan Cottage, Inverurie, Elton, Aberdeenshire. Tel. Schivve 368 (STD 03597 358)


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D.C. voltages 24v, 110v, 220v
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Fishing News

'Classified' section could be seen by some 60,000 people

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FLOATING TRAWL CLEARS SKIPPER

SKIPPER Argyll McMillan of the Carradale fishing vessel *Silver Fern* has been acquitted at Greenock Sheriff Court of fishing offences alleged to have been committed off Ardgowan Point within the three-mile limit.

He was charged with other trawling in contravention of Section 6 of the Herring Fishery (Scotland) Act 1889 and with failing to display a fishing signal.

He was further charged with failing between January

1, 1974, and June 29, 1976, at least once in every year to submit his Certificate of Registry for examination to the Registrar of Shipping.

He was defended by Ian Stewart, solicitor, Campbelltown, ex-president of the Scottish Fishermen's Federation. Three officers of the Fishery Cruiser *Brenda* gave evidence against Skipper McMillan.

Under cross examination by Mr. Stewart they all admitted that at all times they had *Silver Fern* under observation on June 29 last year the other boards were made fast to her quarters and the

net was close to or floating on the surface.

The boat's certificate appeared to have been last examined in October 1973.

In addressing the Sheriff, Mr. Stewart pointed out that all the witnesses admitted that no other trawl was not effective unless the trawl boards were in the water. The net was designed to drag along the bottom mud, at all relevant times, it had been close to or on the surface.

There was not a suspicion of evidence that *Silver Fern* was fishing at any time while she was under observation. Since the ship was not fishing

Irish act alone to save stocks

THE IRISH Government will meet on Tuesday to consider what independent action it is to take to protect its fish stocks.

The country's Foreign Affairs Minister, Dr. Garrett Fitzgerald, announced after the fish talks ended in Brussels on Tuesday that Ireland would take independent unilateral action.

He said: "The other EEC countries had not agreed with this decision but, by the end of the talks, they were not actively opposing it."

Dr. Fitzgerald did not detail what the independent measures would be. He said: "This would be for the cabinet to decide."

However, it is believed that

the main aim of the measures will be to keep large foreign trawlers as far away from the Irish coast as possible — and to restrict fishing in areas where stocks are threatened, as well as very strict control on nets.

An immediate assessment of the capabilities of the Irish Navy in the new situation is to be undertaken.

Dr. Fitzgerald said that Ireland could now move on towards its final aim which is a 50-mile limit.

Joey Murrin, chairman of the Irish Fishermen's Organisation, welcomed the minister's announcement and said that fishermen are glad that, at long last, the Government is taking action to protect fish stocks.

Plymouth top port in the south

BIGGER landings and a near-doubling over 1975 in catch value are shown by provisional figures for south west England fishing ports.

Plymouth comes out top both in weight and value, displacing Penzance/Newlyn. Brixham landings are well up and the money return is almost doubled.

The MAFV office at Plymouth reports that for Brixham, Plymouth, Falmouth and Penzance/Newlyn the catch return for catches in 1976 totalled £7,050,000, compared with £4,767,000 in 1975. Trawlers are well up except at Falmouth where they were a small drop.

Ian Lindley, secretary of Brixham and Torbay Fish which also operates at Plymouth, said the greater value of the fish caught mirrored bigger landings and the higher prices being paid.

Eastern bloc ships need licence

BRITAIN now has dramatic new powers to deal with poachers from Eastern bloc countries.

An Order laid before Parliament on Wednesday means that vessels from Russia, Eastern Germany and Poland will not be able to fish without a licence.

It is not expected that any action will be taken at sea immediately, however.

Fisheries Minister, John Silkin, revealed this on Wednesday evening while aboard the fisheries protection ship HMS *Cleopatra*.

Mr. Silkin saw a small

part of the Russian fishing fleet at work when he flew by helicopter over four British trawlers fishing 90 miles off Newcastle.

Mr. Silkin had spent the day out on the fisheries patrol vessel HMS *Cleopatra*. During the day he went out with a boarding party to check the nets of the Aberdeen trawler *Venus* and was glad to report that these were in order.

Unless the Russians

negotiate a deal with the EEC they will be out of British waters by March 31, said Mr. Silkin. Britain would also be introducing her own conservation measures shortly and these will include a ban on herring fishing in the North Sea.

Only one type of net would be allowed on board a trawler and they would be restricted to 10 per cent allowed by catch.

Full report in *Fishing News* next week.

sections of the industry. The SFO could not see what good this is going to achieve, for instance, on the west coast where present quota restrictions have no relation to the North Sea.

It is merely tinkering with a much more serious problem and there could be severe consequences if such an order is passed.

Such a ruling would not, for instance, take into account safety at sea. Sometimes, when haddock is being caught in bad weather,

the only way to deal with it is to take the catch back to port unguessed.

It is also going to hit the smaller boats because they do not carry crews to do a lot of gutting at sea.

Support for the Aberdeen move came from the Anglo Scottish Fish Producers' Organisation Ltd.

Herry Loudon, chief executive, said he would be recommending the same restrictions — a maximum landing of 12 cwt. per member.

£1m Irish pursuer docks

THE £1 million purse seiner and trawler *Albacore*, which is fitted with a £50,000 Norwegian sonar, was completed by her Dutch builders last month.

The steel 87-footer from the Maaskant Shipyard is for Skipper Kevin McHugh (30), who steps up from the Howth-based 65-footer *Wave Crest*. The new boat sailed into her Irish base late last month.

Albacore is a multi-purpose boat capable of purse seining, plus single and two boat trawling. Her main power unit is a 850 bhp Blackstone Marine diesel and four Ford auxiliary engines are fitted.

Two 150 bhp units drive side thrusters at bow and stern, and two 90 bhp units provide auxiliary power.

The pursuer is equipped for extended fishing trips, as she has a Promise 2000 ice making plant of two tons capacity together with freezing facilities. There are three tanks capable of holding a total of 110 tons of fish in refrigerated salt water, while a further 53 tons can be stored in the refrigerated hold.

Very comfortable accommodation is provided for 12 crew, including a central heating system, electric cooker, refrigerator, deep freezer, colour television and shower unit.

Her Simrad CD Sonar Situation Display unit is reported to be the first fitted to an Irish or British vessel. Only 10 such units are installed on fishing vessels in the world, chiefly in Norway.

This sonar provides the skipper with a picture of the vessel's position relative to the shoal and the ship and the depth at which the fish are at maximum density.

In addition to the normal Decca Navigator and the net sounder, *Albacore* is fitted with a gyro compass, a back-up Simrad ST sonar, two sounders (Simrad EX and EQ) and two radars (Decca and Furuno).

The wheelhouse has two fixed steering positions and a telemetered rudder controller, so that the skipper can steer the vessel and watch the catch being hauled aboard at the same time.

Albacore, financed by the Irish Sea Fisheries Board's marine credit plan, has a 26 ft. beam and a depth of 14 ft. She can carry some 8,000 gallons of fuel.

Karmoy of Norway supplied her hauling set which comprises a 22-ton purse seine winch with two drums, a cargo drum and a warping head; three-ton boomwinger; 7.5-ton hydraulic net winch; three-ton topping winch; windlasses with one gypsy for 19 mm. chain and one Triplex net hauler type 504/300 B with transporter TRH 70.

Side thrusters are by Brunvoll and she is equipped with Karmoy's 14 in. fish pump.

Supplied with the system were two ten-metre flexible hoses, water separator and chutes for filling and sounding.

Skipper McHugh began fishing from his native part of Achill and gained experience as crewman on many trawlers around the Irish coast over seven years. He spent a further year fishing off Iceland.

Two of Kevin's brothers, Michael and Eamonn, are also fishermen. Eamonn operates a small boat in Achill, while Michael has spent the last year gaining experience fishing off the Norwegian coast. Eamonn will work as second hand on the new pursuer-trawler.



Skipper Kevin McHugh's *Albacore*. The 87 ft. steel pursuer-trawler was built in Holland.

ELASTIC RADIO RULES WORRYING SKIPPERS

SKIPPERS, owners and engineers working for marine electronics firms at several fishing ports are bewildered by the variations in which the safety rules are being interpreted on watchkeeping receiver installations.

At Port A, for example, the local surveyor may be telling both owners and radio company engineers that there is no need to fit a separate aerial for the watchkeeping receiver, and that connecting it to the main receiving aerial will be perfectly in order.

At Port B the surveyor there may insist, quite properly in line with the rules, that a separate watchkeeping receiver aerial must be provided.

The radio men would like to see the rules applied equally at all ports, one way or the other.

Much of this confusion arises from the fact that each local surveyor interprets the rules in his own way. Moreover he has the last word as far as his own "patch" is concerned.

Dispensations, especially in areas where the surveyor and the fishing community have a close working relationship, may be informally and verbally granted when the surveyor knows that the hosts in question will be operating only out of one particular port and will engage in a certain type of fishing in a known area.

There is provision in the rules for relaxation of some provisions when the surveyor knows that a boat will be fishing in company with others.

Difficulties can arise, however, when a boat which has been granted informal dispensation leaves her home base to fish out of another port, or at a different ground.

Then, the circumstances and conditions of her work can be completely different and the dispensation of the boat

has been given with perfect safety can become positively dangerous in new circumstances.

In such a case the surveyor responsible for the new area would be perfectly justified in stopping the boat from sailing until necessary changes had been made to comply with his interpretation.

The same could well apply if a boat was sold or merely transferred to a different area of an owner's operations, thus coming under the jurisdiction of a different surveyor.

None of the skippers who have spoken to *Fishing News* would agree to being identified.

In fact, they stipulated that even their ports should not be named. No surveyor has made any comment.

However, it is very evident that skippers are dissatisfied with the situation, while some are playing it safe and having separate watchkeeping receiver aerials fitted, even though they have been told this is not necessary.

Perhaps the underlying problem is that the rules, like so many other papers that govern our lives, should not have to be interpreted as if from a foreign language. They should have been worded to remove any possibility of ambiguity.

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SOUTH DEVON FISH PLANT PROJECT

A PLANT FOR processing shellfish and white fish is planned for Dartmouth, South Devon.

The proposed site is a former slaughterhouse in the port. Eventually, there could be work for 30 people.

Miss B. Breakwell, who is chairman of South Hams District Council, Brian Goss, Town Mayor of Dartmouth and his wife, and Miss K. Whiteland, are behind the project. The plant would process shellfish for home and overseas markets and freeze and smoke white fish. They say they have the support of the White Fish Authority and Ministry of Agriculture, Fisheries and Food.

The site is presently occupied by a woodworking firm, but planning permission has been granted for the change of use.

The aim of the consortium is to buy supplies of fish from south-west fishermen, mainly at Brixham, but also from Plymouth and the Dartmouth, Kingswear crobber fleets.

Alec Sharples, the regional officer of the WFA, said any expansion of the fish processing industry in the Westcountry would be favourably considered.

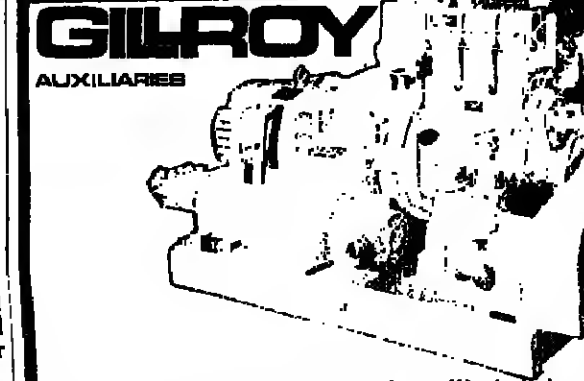
There were some objections in the South Hams planning authority from individuals who objected to the location, to the sub-standard road approach, to the possibility of smell and to a possible rise in litter on the site.

The consortium intends to seek advice from the WFA about markets and costings.

Bay survey

A POLLUTION survey is to be carried out in Christchurch Bay by the Wessex Water Authority. Local fishermen say a decline in their catches is due to some type of sea pollution. Christchurch Council has agreed to marine experts researching the area to find the cause.

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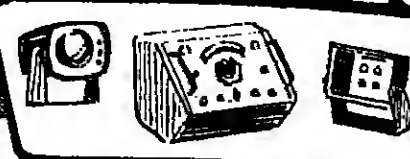
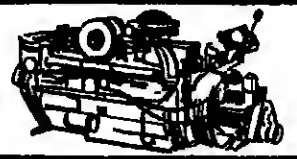


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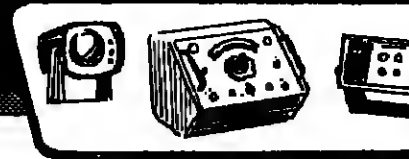
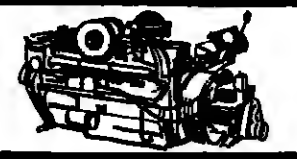
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